

MOTOR RACING

and
Economy Car News

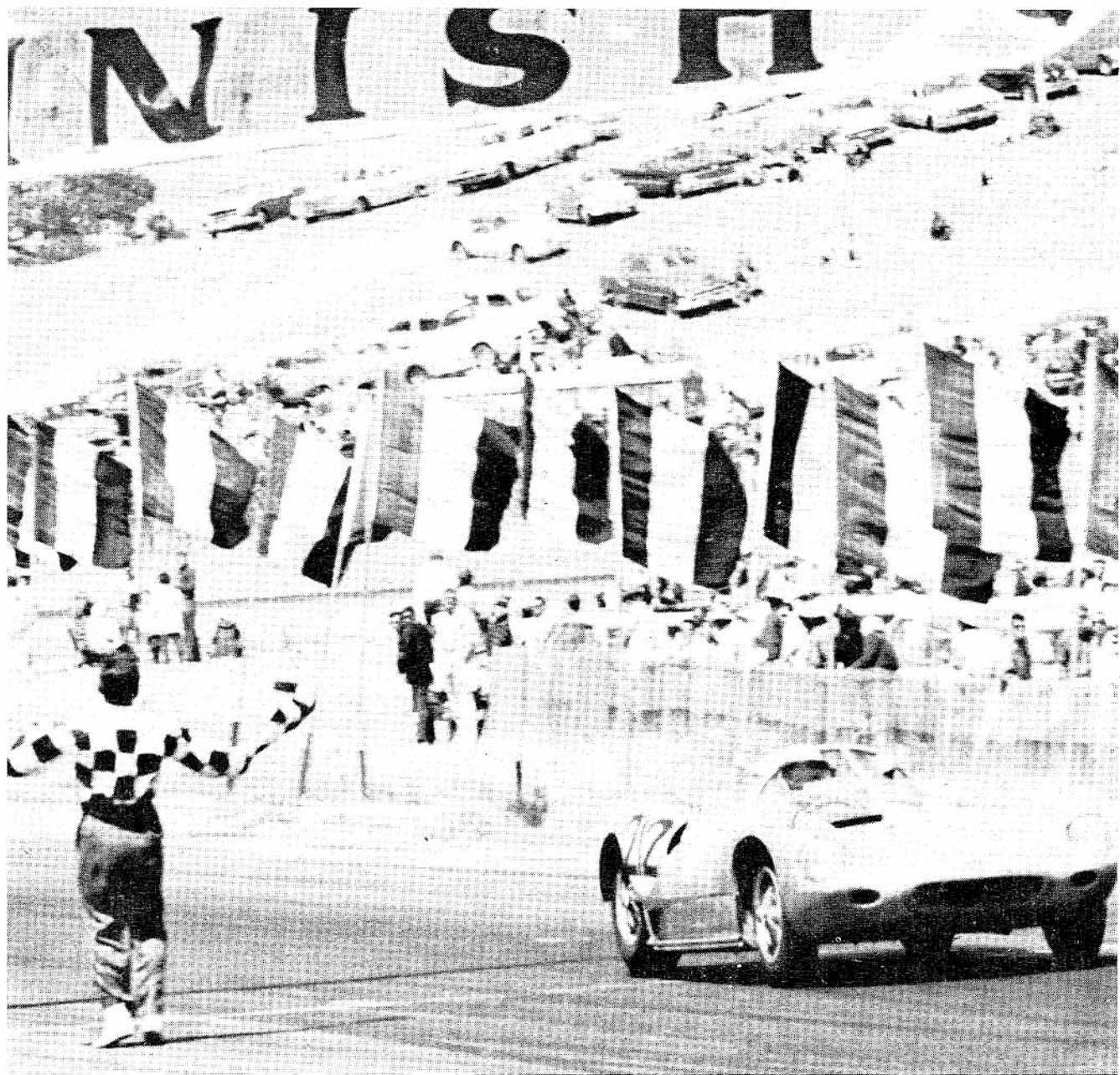
7th Year - No. 15 - Los Angeles, Calif.

May 25 - June 1, 1962

(Published bi-weekly except last issue of calendar year)

25¢

It's Lovely at Laguna Seca

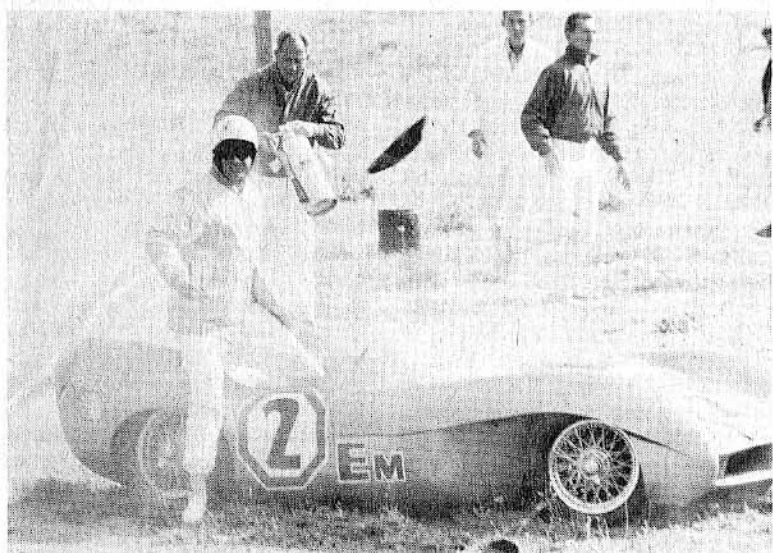
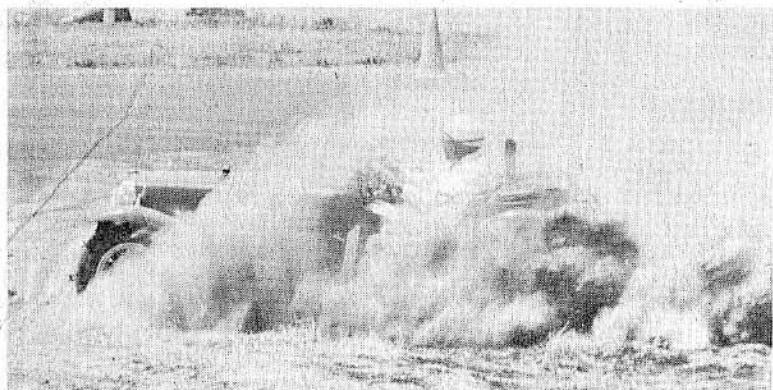


ONE OF the best drivers in the business, Pete Lovely of Seattle is home first as he gets the checker in the Laguna Seca headliner last June 10. He drove the Rosebud Racing

Team's Lotus 19 and averaged 84.6mph. Other Laguna Seca photos on Page 6. Story on Page 1.

Photo by John F. Kelly, Jr.

SANTA BARBARA ACTION



MOST OF the fireworks at the recent Cal Club-SCCA Santa Barbara races came at turn 5. In top photo, Ron Simon kicks up plenty of hay and dust. Middle: Bob Challman loses little time leaving his Lotus after fire broke out. He was unharmed. Bottom: looks like Roger Bursch's Porsche is heading for those two photos (one of them Lester Nehamkin) on ladder, but it wasn't even close. (Top two MOTORACING photos by Bill Norcross, bottom one by Don Schoenfeld)

McLaren Holds Off Terrific Closing Burst By Phil Hill

(Editor's Note - Coverage of the Monaco Grand Prix is presented in a little different style by Gordon Smiley - individual performance of each driver in the field.)

Course - 1.95mi

1 McLaren, Cooper CH. V8 - 2 hr 46' 29.7"
2 P. Hill, Ferrari V6 120 - 2 hr 46' 31.9"
3 L. Bandini, Ferrari - 2 hr 47' 53.8"
4 J. Surtees, Lola CH. V8 - 1 lap behind
5 J. Bonnier, Porsche 4 - 7 laps behind
6 G. Hill, BRM V8 - 8 laps behind
7 W. Mairesse, Ferrari V6 - 10 laps behind
Avg. speed for McLaren-70.41mph for 195mi.
Only 5 cars finished.

BY GORDON SMILEY
Special to MOTORACING

MONTE CARLO, June 3-Bruce McLaren of New Zealand, driving the works Cooper Climax V8, outlasted his opponents to win the 20th Grand Prix of Monaco. McLaren led from lap one till lap five, when he was overtaken by Graham Hill, in the BRM V8, who led until lap 92, when the BRM jinx struck again and he was forced to retire with the race well in hand. Falling oil pressure was given as the reason for his retirement.

During Hill's reign as race leader he was challenged very strongly by Jim Clark (Lotus 25) but Clark was forced out with engine woes on lap 52. McLaren, after inheriting the lead, was



Bruce McLaren

also pressed strongly by Phil Hill

McLaren's duel with Phil Hill was a genuine thriller. He won by 1.3sec., or about 50ft. ahead of the 1961 world drivers' champion from Santa Monica, Calif.

Phil, giving it the gun, was gaining steadily on the New Zealander during the last five laps. The crowd was in a frenzy.

Individual performances:

JIM CLARK, Lotus 25, Climax V8 - Clark had fastest qualifying time and held the pole position

Continued on page 7

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Clark Captures Belgium GP, Mairesse Suffers Serious Burns

FRANCORCHAMPS, Belgium, June 17 - Great Britain's Jimmy Clark, a gifted driver tabbed by many to win this year's world championship, drove a new Lotus V8 to victory here today in the Belgium Grand Prix, third title race of the year.

Over one of the fastest road courses in Europe (8.8mi.), Clark averaged 131.895mph. He covered the 280.362mi. race in 2h7m32.3s.

Graham Hill, also of Great Britain, in the new V8 BRM, was second, and by picking up six points in the world's driver standings, managed to move into the lead ahead of Phil Hill of the United States, 16 points to 14. His time was 2h8m16.4s.

Phil was third today in a Ferrari. Ricardo Rodriguez, Mexico Ferrari, was fourth. John Surtees, Great Britain, Lola, was fifth, and Jack Brabham of Australia, former world's champion, was sixth in a Lotus.

Eleven cars finished out of a starting field of 19.

A terrific crash near the end of the race, in which Willy Mairesse of Belgium suffered serious burns, marred the event. The Ferrari driver collided with a Lotus piloted by Trevor Taylor of England. The two cars had been in a dogfight for second place at the time. It happened on the 26th lap of the 32-lap race.

The two cars touched on a long, sweeping right-hand turn. Taylor's car, flying off the road, struck a telephone pole. He was unhurt. The Belgian's Ferrari flipped several times and burst into flames.

Cars driven by Mairesse and Taylor had collided once before



Jimmy Clark

this season - at the Grand Prix of Brussels two months ago.

Both Graham and Phil Hill were far back at the time, while Mairesse and Taylor were some 10 seconds behind the flying Clark.

Bruce McLaren, New Zealand

Cooper, who had been in second place (9 points) in the standings behind the two Hills (tied for 2nd at 10 each), did not finish today because of mechanical woes.

This was Clark's first world championship victory. He had failed to pick up any points at Zandvoort and Monte Carlo. Clark is now tied with McLaren for third place behind Graham Hill and Phil Hill. (Complete standings to date elsewhere in this issue)

Results:

1. Jimmy Clark, Britain, Lotus 2:07:32.3, average speed 131.895mph.
2. Graham Hill, Britain, BRM, 2:08:16.4, 131.111mph.
3. Phil Hill, Santa Monica, Ferrari 2:09:38.8, 129.750 mph.
4. Ricardo Rodriguez, Mexico, Ferrari, 2:09:38.9, 129.748 mph.
5. John Surtees, Britain, Lola, one lap behind.
6. Jack Brabham, Australia, Lotus, two laps.
7. Godin de Beaufort, Holland, Porsche two laps.
8. Maurice Trintignant, France, Lotus, two laps.
9. Lucien Bianchi, Belgium, Lotus, three laps.
10. Joseph Siffert, Switzerland, Lotus three laps.
11. John Campbell Jones, Britain 16 laps.

Lovely Scores In Lotus 19 At Laguna Seca; Pigott Follows

BY JOHN F. KELLY, JR.

Special To Motoracing

MONTEREY, CALIF., June 10 Pete Lovely, Seattle, drove the Rosebud Racing Team's Lotus 19 to victory today at Laguna Seca. Pacesetter Bill Krause was looking forward to a repeat of yesterday's victory when, on the eighth lap while braking for the final turn, a screw came loose on the distributor rotor of his Birdcage Maserati. Lovely immediately took the lead and finished 55 seconds ahead of Pat Pigott, who drove his new Lotus 13.

Lovely averaged 84.6mph for the 30-min., 42.5-mi. race around the hilly 1.9-mi course. He had fastest lap - 1:21 - and 122.7mph through the traps.

Pigott, from Bellingham, Wash., pushed his class G car past the Ferrari-Chevy of Bill Sherwood, Berkeley, on the 15th lap of 22 and finished 19 seconds ahead of the truck-like Ferrari.

Krause's pit crew repaired the rotor and he reentered the race but made only two laps before deciding to call it a day.

The hoped-for contest between Pigott's Lotus 23 and the new Genie driven by Jack Flaherty ended in near-disaster on Saturday when the Genie was bumped into the base of the spectator bridge by a spinning Chevy special. Also yesterday, Dave MacDonald, El Monte, piloting the Don Steves Corvette in the big-bore production race, was barely in front of an XKE Jaguar driven by Frank Morrill when he spun the

Corvette in the long sweeper out of turn 3. In trying to avoid the spinning plastic, Morrill already had one wheel in the dirt when the left side of the Corvette bumped the left side of the XKE and sent it into the ditch, flipping it. Neither driver was injured.

Meanwhile, back in the race Elmer (Red) Faris was now holding down the No. 1 position. The newly-resigned SF regional exec won it by three seconds over Paul Reinhart. Today, Joe Freitas, Fontana, driving a twin to MacDonald's car, led Faris and Reinhart in the plastic parade and they finished in that order, Faris two seconds out and Reinhart three seconds behind the winner.

Ronnie Bucknum's Austin-Healey 3000 finished a scant two seconds in front of Wyn Robertson's Porsche, but it was easier than it looked as Bucknum was in complete command of the situation. Jim Kennedy, Porsche, North Hollywood, placed third in this class D production race.

Class E production saw a variety of English machinery in the act. Al (Buster) Brizard, Livingston, brought his Lotus Elite home in front of the pack. Second was local driver Rick Hilgers of Monterey in a Morgan. He was followed by another localite, Allan Patterson of Carmel, in an Elva Courier.

Ken Miles, Hollywood, Sunbeam Alpine, passed the leader of the class F production race on the last turn of the last lap to win the thriller-type finale.

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Vignettes

By Gus V. Vignolle

- Hot Austin Cooper
- Driver Was Rolled
- Post for Shelby?

Some time back, when the stories started popping out of Britain on the prowess of the Mini cars, this observer failed to get unduly excited. But the raves continued and even top Grand Prix drivers extolled them.

Then that sensational team of PAT MOSS and ANN RILEY scored a spectacular overall victory in the Intl. Tulip Rally over expert all-male crews. The girls were in the Austin Mini-Cooper.

Recently, just before the Dutch Grand Prix at Zandvoort, they staged a race for production cars up to 1200cc, and a BOBSLOTE-MAKER wowed them with the Austin Mini-Cooper. He let an Auto Union 1000 forge to the front by nearly 20sec, then blasted through from fourth to win going away.

Continued on page 3

Letters to MotoRacing

REBUTTAL OF REBUTTAL

I have just received MOTOR-RACING and find my dear enemy, Bill Barmore, has made some comments about some comments made about the So. Cal MG event.

As the wife of Dennis McCosh, and a very loyal member of PSCC, I wish to make a few comments.

Dennis, and many other drivers I have talked with, do not want a course that is "wide open and foot-to-the-floor." These drivers (myself included) want a course that is enjoyable to drive, one in which the turning radius is not such a determining factor, and driving skill, not muscle, is more the determining factor.

I believe that most of us have "acquired the knack of kicking the rear end out when they want it there and keeping it in when there is a pylon on the outside," but how do you drive a course where you must kick the rear end out and there are pylons on the outside????

Also, since when is it necessary to have two pylons side by side (within two inches or so of each other) when only one pylon is necessary to line the course. Why a double penalty?? If you hit one pylon the second will obviously be knocked down by the first.

SUSAN MCCOSH

PSCC, Redondo Beach, Calif.

GP FOLLOWER

Please add my name to your list of subscribers. I certainly relish and devour your up-to-date reporting. I am very interested in knowing details of a Grand Prix, for instance, and from what I have seen of your paper, my curiosity is well appeased.

LEE R. HINES
Torrance, Calif.

TATTOO FOR VIGNETTES

Excellent writing. It made me feel as though I were right on those roads through Central America and Mexico. I am referring to your excellent columns (VIGNETTES) on the recent Centroamerica-Mexico road race, or rally.

I don't know when I have enjoyed anything so much in

MOTORACING. This proves that when you desist from mentioning those stupid sports car clubs, which are always fighting among themselves (and now in court), you can come up with something that brims with interest and excitement.

And I say this in view of the fact that I despise rallies and most of the jerks who take part in them.

MARK L. SMITH
Los Angeles 5

IN APPRECIATION

This memo will serve as in earnest of my appreciation anent the VIGNETTES of the experiences you enjoyed (sic) on the recent Central America-Mexico road race.

This was an excellent bit of descriptive writing and enabled even a layman like myself - who doesn't know the difference between a Ferrari and a Fargo truck - to relish your patter. While of course your periodical is directed to the aficionado, even they must have enjoyed it, as one of them, a good friend, expressed himself to me to that effect.

Too bad you didn't stretch this out into four or five articles, my only regret being that you closed it out in only two issues. However, many thanks for the pleasurable nostalgia you gave me and to the many others, who in the past made mountain road trips before the day of the modern freeway.

HERM PLATENBERG
Pasadena, Calif.

CENT. AMERICA, MEX. FAN

Really enjoyed your Central America Road Race story. Perhaps it will create a lot more interest for next year's go. We certainly need some political Pan American co-operation. Perhaps this type of event will help.

Keep us informed on what's happening as far as the Mexico Race and the new Japanese circuit are concerned.

PETE BROCK
Riverside, Calif.

MOTOR RACING

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JUST LIKE SAILING

I wish to submit my subscription to your paper. Enclosed is a check for one year's copies.

Although I am no longer "emergency control chairman" for the Cal Club, or anything else, it does not mean I have lost my interest in road racing.

I have been asked to work for other organizations, but besides would still like to get your views on the world of MOTORACING.

Continued on Page 4



Economy Car News...

By MARGUERITE COOK

The importers are on an economy-car-with-a-sports-car-engine kick. We had an opportunity to drive the 997cc Mini or Austin-Cooper, and enjoyed in muchly. The car has the Austin A-5, or Morris 850 sedan type body and a dealer told us rather ruefully that he was having difficulty making people believe it has the souped-up little engine that it does. This little car, however, is making impressive showings in rallies and races both in this country and abroad.

Now Renault has come out with the 1093 Renault, which looks like a Dauphine. BILL DREDGE, LA TIMES automotive expert, states the car has 55hp and won't be available on order for a month here, and then to customers on the rally-racing circuit. His wife describes the car as looking "like a Renault" and sounding and going more like "our old Triumph." Both the Austin-Cooper and 1093 Renault are bargain priced at under \$2000.

Scuttlebut from Detroit that compact sales are lagging (not much) this year and that all compacts will be "longer" next year is good news to the importers who, for painful financial reasons, have had to lie low for a year or so.

BMC, one of the British producers harder hit by the compact uprising, is quietly shoring up for a greater onslaught on the American market. ANDREW D. WOODS, general service man-

ager of Hambro of New York, BMC distributor, was in LA recently as part of a nationwide tour to implement a new dealer service development program.

G. W. HARRIMAN, BMC chairman and managing director, who was recently in this country, insists that "far from the imported car market in America being on the decline, there is a healthy future there for imported automobiles in general."

BMC hopes to have a production capacity of one million vehicles a year by 1963. Already the majority of 700 to 800 sports car (MG, Austin-Healey and Sprite) exports weekly come to this country.

(VW, of course, never had it so good in the American market. In May, for the second month in a row, more than 20,000 VWs were sold in this country. The most (US) ever for the company, and US sales for the year, including cars, trucks and station wagons, will exceed 100,000 units by July 1. Even though the price of the VW is being increased in Germany, it will not be in this country - thanks to a tariff reduction agreement announced by PRESIDENT KENNEDY early in March.)

The ways of corporate public relations: In the newspapers we read of Ford's decision to abandon the "anti-racing pact" in the industry. In the mail, a discreet summary of activities by Ford in the area of traffic safety. (all the way back to 1927.)

Also in the mail: The 1962 edition of the Automobile Manufacturers Assn's. year book: "Automobile Facts & Figures." As in all its publications, AMA does a grand job of making available the best material possible.

More in our present mood, was a reprint of a brochure issued in New York in 1906 on "The American Mercedes." This came with the blessings of Mercedes-Benz Sales, Inc., South Bend, and has been mailed to some 60,000 MB owners in this country.

The MB can hardly be called an economy car, but the first paragraph of the booklet, illustrated properly with car, technical features and lady in auto costume of the day, sure had a familiar ring: "Whether or not domestic automobiles will someday be built which compare favorably with their foreign cousins, is a question which the future must decide."

"Certainly at the present time the superiority of European cars is unquestioned, and this would seem only natural when we consider that Europe has had some 15 years the start of us in automobile construction, the first gasoline automobile having been invented by Daimler some 30 years ago, or 15 years before the earliest American inventors took it up."

We get used to hearing that Europe still pioneers engineering innovations in the horseless carriage; but just think how many redblooded American boys know HENRY FORD invented the automobile and how many even more redblooded Russian lads think the Communists did.

It might interest you to know that the 1906 American Mercedes (produced by Daimler) was equipped with a 45hp engine and cost

Continued on page 7

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Vignettes

BY GUS V. VIGNOLLE
The Austin Cooper Really Moves;
Driver Rolls. Then Gets Rolled!

Continued from Page 1

The tiny sedan was test driven locally between races at Del Mar by two top LA pilots, LEW SPENCER and JIM PARKINSON. Each did better than 60mph through the 10-turn course. The BMC family four-seater endeared itself to the crowd.

Then GUS EHRMAN, the BMC Hambro boss here, turned one over to me and said, "Give it a jolly whirl." I did. And what a whirl! The machine is sensational. No wonder the raves. It is the best small car I have driven.

The Cooper name comes in from the cooperation of CHARLES and JOHN COOPER of Cooper racing car fame in its preparation. It has an engine of 997cc and produces 55hp at 6000rpm (5hp more than the Sprite and MG Midget). Sleeved, it has a smaller bore and longer stroke (62-43x81-28mm. 2-46x3-20in.).

This is no road test, but suffice to say this 4-cyl., front-wheel-drive car handled superbly. Maneuverable as all-get-out, and does it MOVE on its little 10in. wheels! Had it up to nearly 90mph. And I understand it goes for a little over \$1800 - a dream at a dream tab.

Aside to GOE: I'm sold; please set one aside for this pamphleteer.



Jim Parkinson & the Torrid Austin Cooper

Reporting an accident at Snetterton in which ALLEN GIBSON was injured, London's excellent motoring journal AUTOSPORT added: "We were horrified to hear that some unspeakable swine raided the wreck of his Elite and stole the complete engine. The knowledge of this revolting plunder has upset Allen more than anything else. Could anyone sink lower than those who perpetrated this foul crime?"

Only consolation here is that the aforementioned unspeakable swine were Boy Scouts compared to the ghouls at Laguna Seca, the SCRAM-San Francisco SCCA course at Monterey, Calif., better known as Gougeville.

A few years ago there, GORDON CROWDER rolled his AC and was critically injured. He had more than \$100 on his person, but from the time of the crash until he reached the hospital the geetus disappeared! I got this straight from Gordon himself.

How do you like those bananas?

Rally's Public Relations Were Simply Horrible

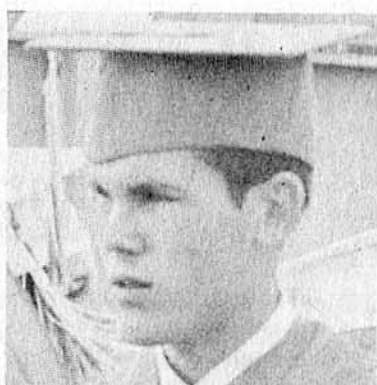
In retrospect, probably the all-time low in public and press relations was the 2000mi. Centroamerica-Mexico rally, which I covered and told you about in the last two issues of MOTORACING. Sometimes I wonder if I'm out of kilter with the rapsville. But apparently not here, as witness what OCEE RITCH, writing under a pseudonym in AUTOMOBILE TOPICS, had to say:

"Organization of the affair, as far as hotel reservations, general co-ordination and press relations was concerned was miserable, but the exciting nature of the event itself compensated for much, in the opinion of the entrants."

Talking about pubrel, maybe that department will improve now at Riverside Intl. Raceway. PAUL SCHISSLER is out as VP and Genl. Mgr. JOSEPH W. PERRY of the ED PAULEY oil setup, who is not a racing man, has taken over as top man on the executive level.



Joseph W. Perry



Verne Vignolle

LES RICHTER, well-known veteran linebacker of the LA Rams pro football team, is the new executive director and is going all-out to promote the circuit for racing, testing, etc. Incidentally, there is nothing to the rumor that ROY LEWIS is out as one of the raceway officers.

Richter last week said formal application has been filed with ACCUS for a world championship 12-hour sports car race on next

Continued on page 7

GREGORY MOSPORT WINNER

BY JOE SCALZO

Motoracing Staff Writer

PETERBOROUGH, Canada, June 9 - Underrated, Masten Gregory, of Kansas City, made one of his infrequent No. American appearances today at Mosport and drove a Lotus 19 to victory for UDT - Laystall in the two-heat Player's 200.

The slight, 30-year-old Gregory was overall winner, taking home \$3300 of the \$6000 purse. The crowd was 40,000.

It was a convincing victory. Only one entrant in the 29-car field really bothered him - Dan Gurney.

Gurney won the first 40-lap, 100-mi. heat, and was running 2nd to Gregory's green, wire-wheeled 19 in the last one, when overheating, caused by a suspected blown head gasket, forced out his Lotus 19.

If Gurney had been around at the finish, the race of the season might have ensued. Bothered by oil fumes in the cockpit during the first heat, Gregory took 2nd, about a quarter-mi. behind Daniel.

But in the last heat, Gregory took off. He passed Roger Penske (Cooper Monaco) before the first lap was over, and drove nearly flat-out. Gurney got a slow start.

Don's retirement let Penske into an overall 2nd place. Penske, 3rd in the first heat, and 2nd in the final with his red Cooper, was an early leader in both heats, but couldn't stay with either of the two Lotuses. However, he was the only driver on the same lap with Gregory at the end.

Jim Hall's Chaparral, fastest car at the track, which could be heard all round the circuit, briefly led the first heat. As soon as things settled down, though, Gregory, Penske, and Gurney, one by one, all got around him. Hall drove smoothly, but on this 2.5-mi. course, one of the trickiest around, the Chaparral wasn't in the same league with the rear-engine cars. Still Jim would have been 3rd in the overall placings if the Chaparral's rear end and/

DRIVERS' STANDINGS

Here are the world championship drivers' standings after the first three 1962 title races - the Grands Prix of Holland, Monaco and Belgium:

1. Graham Hill, Gr. Br., BRM.	16
2. Phil Hill, USA, Ferrari	14
3. Bruce McLaren, New Zeal., Cooper	9
3. Jim Clark, Gr. Br., Lotus	9
4. Trevor Taylor, Gr. Br., Lotus	6
5. John Surtees, Gr. Br., Lola	5
6. Lorenzo Bandini, Italy, Ferrari	4
7. Giancarlo Baghetti, Italy, Ferrari	3
7. Ricardo Rodriguez, Mexico, Ferrari	3
8. Tony Maggs, So. Africa, Cooper	2
8. Joe Bonnier, Sweden, Porsche	2
9. Carel de Beaufort, Holland, Porsche	1
9. Jack Brabham, Australia, Lotus	1

Next: Grand Prix of France, Rouen, 8 July.

or transmission had not given up loudly half-way through the last heat.

Bob Holbert, in the only Porsche RS62 present, was 3rd, two laps behind Penske, with Canada's Francis Bradley, in the ex-Peter Ryan Lotus 19 4th, and Jo Bonnier 5th in an RS60.

Holbert, Bonnier, and Bob Donner (RS61) were the rabbits in the under 2-liter class, with Donner's forceful, hung-out chauffeuring in the first heat a highlight of the meet.

Donner led the class, ahead of Bonnier and the late-starting Holbert, for three-quarters of the way, until a late, and unplanned stop for fuel interfered.

Getting going again in the final heat, he caught up to and trailed Bonnier and Holbert, until he had to stop with header problems. He still got a 15th place in the final standings.

It looked like Bonnier had the under 2-liter class won. After driving the final laps of the first heat without a clutch (he had a new clutch put in between heats) and then ran 3rd to Gregory and Penske, he had to make an oil stop. Holbert, rated the best Porsche driver in this country, who flipped at the last Mosport pro meet, took the division.

Running a tired RS60 Porsche when the Corv. Spl. he was supposed to drive didn't work, Olivier Gendebien was 5th in class, and 10th overall.

Innes Ireland, driving as a teammate to Gregory in the UDT rear-engine 2.4-liter Ferrari V8, was never in on things. Plug trouble and other problems sidelined the Ferrari in both heats.

Between pit stops, he unofficially turned fast lap of the day.

Gurney had the fastest official lap, 1:34.3 (91.7mph), which came early in the first heat, while he was out-dueling Gregory, Penske and Hall. Qualifying was the story. Casually, still wearing street clothes, he broke Stirling Moss' lap record by nearly a second.

His defeat by Gregory snapped a three-race win streak (Nassau, Daytona and Bossier City) by the Arciero team. Canadian hot-shoe Grant Clark fell out after a promising performance with a rear-engine Sadler, when he stripped a gear. And Rodger Ward, who won Indianapolis only the week before, retired with cam trouble in his Cooper-Buick.

Overall Results

	Laps	Time
1 M. Gregory, Lotus 19	80	130:36
2 R. Penske, Cooper Monaco	80	132:19
3 B. Holbert, Porsche RS 62	78	132:50
4 F. Bradley, Lotus 19	77	131:19
5 J. Bonnier, Porsche RS 60	77	131:59
6 B. Wuestuff, Porsche RS 60	77	132:06
7 L. Heimrath, Porsche RS 61	75	130:33
8 G. Reed, Ferrari TR	74	131:31
9 J. Grant, Ferrari TR	73	130:20
10 O. Gendebien, Porsche RS 60	73	131:08
11 V. Merino-Carl Haas, Elva VI	72	133:17
12 R. St. Croix, Lola	71	131:44
13 W. Burnett, Ferrari TR	71	131:56
14 J. Boxstrom, Lotus IX	62	132:15
15 B. Donner, Porsche RS 61	40	134:17

Fastest Lap: Dan Gurney, Lap 21, Time: 1:34.3 (91.7 mph)

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PLUGS and POINTS...

By JOE SCALZO

Odds And Ends

Seen And Heard In The Pits At Mosport Race

WASN'T BILLED THAT WAY, but the headliner race at Mosport was the 5-lap Mini-Cooper exhibition, including the likes of JUAN FANGIO, INNES IRELAND, RODGER WARD and PEDRO RODRIGUEZ.

It was a real frolic, enlivened not so much by Rodriguez, the winner, but by Ireland. His short-cut tactics at the last turn did him little good when he later proceeded to roll the tiny car, smashing in body work and the windshield, but still continuing.

The Mini contest was about the only racing Innes got. His UDT-Ferrari never ran right long enough for him to get with it, although there were occasional spurts when it showed its potential.

Brakes appear to be the car's strong point. One of the front-engined Ferrari drivers in the race was startled at just how deep Ireland actually could go into one of the hilly corners. The V8 really stopped.

There was a different technique used in driving the car. Ireland told ROGER PENSKE how, at one turn, he pitched the car sideways to get around. Penske, in his Cooper, simply drove around.

Running at Mosport were three fairly recent model Testa Rossas, plus WAYNE BURNETT'S dis-braked 1958 model. They were driven by BOB HURT, GEORGE REED and JERRY GRANT.

Hurt, from Maryland, who really digs getting a race car out of shape through the turns, didn't make the first heat with transmission trouble. In the final 100-miler, minus 2nd gear, he started and finished far back. His car, is the former HAP SHARP iron.

Reed, a Chicagoan who will drive for NART at Le Mans this year, could not hold off or even stay with the Porsche brigade, and was 8th overall.

Grant, driving for DICK HAHN, started the first heat with the wrong tires, and after getting a good start, dropped back little by little as poor handling took its toll.

After his victory in heat No. 1, DAN GURNEY remarked: "Some poor guy ran right off the road trying to get out of my way while I was passing him."

Grant: "Tell Dan that was me." Grant was determined not to interfere with the leaders. He almost flipped, he said, but kept things under control. In both heats he got well-burned about the legs and developed blisters on hand and foot. He still took 9th, won \$100.

There were plenty of Chevy specials present, but JIM HALL'S Chaparral got the most notice. The body work had been modified, particularly the front. The contour was changed to try to get

away from front-end raise at speed. At Daytona, on acceleration, the car picked up a front wheel.

The car could not stay with the Lotuses. It seems the Chaparral arrived on the racing scene just a little too late to be real competitive. Now they say the next Chaparral will be a rear-engined aluminum Buick V8.

OLIVIER GENDEBIEN practiced with the king-sized Dailu Spl. he was originally slated for, but got out of it rather quickly. The oil pressure zeroed in 10 laps, and "I didn't want to get hit in the face with a piston or something."

Hope that his victory will allow MASTEN GREGORY to run more No. American races, like the LA TIMES GP. He's really something to watch when he's got everything turned on.

Fast Canadian HARRY EN-TWISTLE ran his 2-liter Lotus, and had it right in contention, until a blown head gasket parked it. Harry wonders why more 2-liters aren't raced in the States, as he claims his is extremely cheap to run.

Coming to Mosport along with Grant was his Seattle friend, STAN BURNETT. Burnett drove the orange Chevy Spl. which he won with at British Columbia recently, giving him an expenses-paid trip to Mosport. The rig really flew on the straights, and, they say, handled pretty good, till a broken U-joint folded it in the last heat. Burnett is a real comer, and lamented that if the U-joint hadn't snapped, "I'd of been right up there."

Talked briefly with HENRY BANKS at the recent New Bremen, O., USAC sprint car show, wondering what are USA'S future plans for the United States Sports Car Club, involved locally in a law suit with the Cal Club.

The thing Banks emphasized most was not USAC's close relationship with the USSCC, but that it is just an affiliate group. "Please remember," he said, "That USAC is not suing anyone. It's our affiliate group."

Future plans? He said a rather slow "Yes," and that's all.

JIM KIMBERLY'S rear-engined MICKEY THOMPSON-built Buick Spl. ran the June 10 100-lap USAC championship car go at

MOTORACING

\$750,000 Suit For Injuries at Pomona Races

LAKEWOOD, Calif., June 7 - James Horace Capelle, 2903 Dashwood St., Lakewood, filed suit for \$750,000 damages for injuries suffered while he attended sports car races at the Los Angeles County Fairgrounds in Pomona.

Capelle brought suit against Los Angeles County, Los Angeles County Fair Association, Pomona City Elks Club, Sports Car Club of America, Pomona City Lions Club and race-car driver Bob Drake.

The accident occurred July 9, 1961 when Drake's car plowed into a fence where Capelle was standing. Capelle said he suffered fractures of the lower and upper extremities, cuts, concussion and shock.

MATCHLESS SCORES

LACONIA, N.H. - June 17. Dick Mann of El Sobrante, Cal., set a course record as he won the National 100-mile motorcycle championship at the Belknap Mountain track. He covered the distance on a Matchless in 1:36.15, averaging 62.33mph. Ralph White of San Diego finished third.

Milwaukee, with oval tracker KEITH (PORKY) RACHWITZ at the wheel.

Qualified 12th fastest out of 22 cars, and was running in the top 10 when a spin-out dropped it back. Many people, including AUGIE PABST, were impressed. Kimberly declined to say what starts the car will make.

Thompson had his own car at Milwaukee, but as driver BILL CHEESEBOURGH said, "We couldn't get enough speed out of it. Wouldn't have been any good running 10th or something."

Pabst, just having a slight limp from the Daytona crash, looked and felt good, although he's lost a little weight, and is getting back with racing. Fact he drove a Formula Jr. at Bridgehampton. He'll be racing at Mosport in that upcoming USAC stock car bash, driving a '62 Ford.

JIM JEFFORDS, the Milwaukee chauffeur who dropped out of racing for almost two years with an illness, was at the 100-mi. fray, and is itchy to race soon.

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May 25 - June 1, 1962

FORD WITHDRAWS FROM PACT AGAINST RACING

DETROIT, June 11 - Ford Motor Co. has withdrawn from the auto industry's antiracing agreement which was adopted five years ago.

Chrysler's follow-up was that it now considers the agreement "inoperative."

It has long been known that Ford, General Motors and Chrysler have had their finger in the racing pie, but without coming out in the open about it.

No decision yet from GM. Said Henry Ford II, chairman of the board:

"... Following the adoption of the AMA resolution, we at Ford inaugurated a policy of adhering to the spirit and letter of the recommendations contained in the resolution. We tried very hard to live with this policy. We discontinued activities that we felt might be considered contrary to the principles embodied in the

resolution, and also modified our advertising and promotion program appropriately.

"For a while, other member companies did the same. As time passed, however, some car divisions, including our own, interpreted the resolution more and more freely, with the result that increasing emphasis was placed on speed, horsepower and racing.

"As a result, Ford Motor Company feels that the resolution has come to have neither purpose nor effect. Accordingly, we have notified the board of directors of the Automobile Manufacturers Association that we feel we can better establish our own standards of conduct with respect to the manner in which the performance of our vehicles is to be promoted and advertised..."

LETTERS

Continued from page 2

Once you get it, you don't seem to be able to quit.

You get the best coverage of all I know, and I would like to know what is going; so keep it going, Gus.

By the way, a sailboat is still like driving a sports car compared to Detroit stuff.

KEN HODGE
Long Beach 5

SCHROEDER TO LONDON

Thanks a million for the nice plug for Bob Schroeder. Bob's going to London this week and hopes to find himself a race car.

CAROL CLAUSEN
Hollywood 46, Calif.

THANK YOU, CHUCK

My "freeloading" era of receiving MOTORACING has evidently expired and I have been

without copies of your paper for quite awhile. Picked one up the other day at MG Mitten and one glance convinces me that it is as good as ever. You have always had a tremendous ability to combine the typewriter and the needle in a manner that makes for excellent reading.

Many thanks for the free copies during the years when I used to hack out stuff for the San Fernando Valley Times. Now I pay, senior. My check is enclosed.

Best regards to Anne, Eric and all the gang I used to know in the "good old days"

CHUCK EASTMAN
Camarillo, Calif.

JIM HALL WINS

ELKHART LAKE, Wis., - June 17 - Jim Hall of Midland, Tex., captured the 152-mile Road America sports car race with a record average speed of 87.887mph. He drove the Troutman-Barnes Chevy-powered Chaparral.



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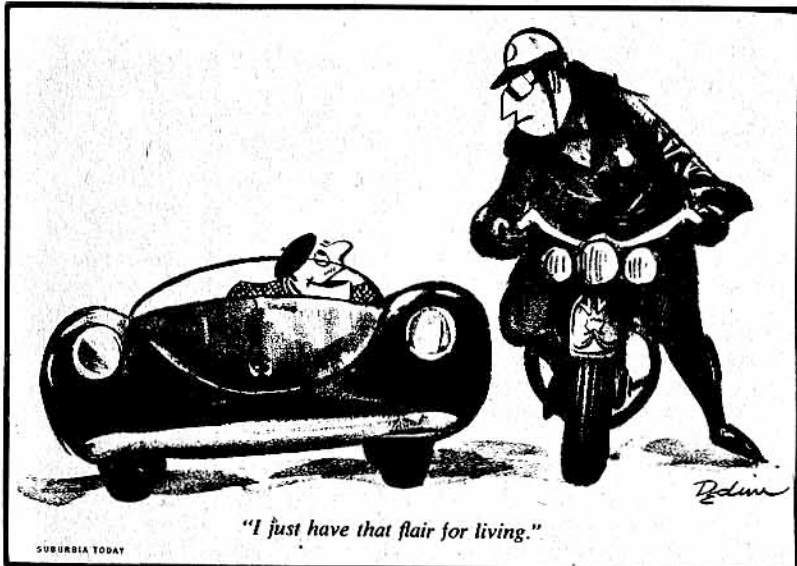


BY FLAVIO ST. GERMAN

FRED SEBALD, well-known for his expert body work on all sports and imported cars, has moved his shop from Hollywood to 1240 So. Brand Blvd., in Glendale. At a meeting of BMC dealers here, GUS EHRMAN, head of the Hambro So. Calif. distributorship, reported BMC had jumped to second spot in import sales and that Hambro had signed to sponsor the Miss World Beauty Pageant TV production. MRS. M. M. KREBS announces the SCCA Indianapolis region 500 Natl. rally will be held Sept. 14-16. Info: Mrs. Krebs, 4725 N. Audubon Rd., Indianapolis 26, or OTIS MONEYHUN, 565 W. 77th St., S. Dr., Indianapolis. MARY HAUSER, Cal Club secy., is on the mend after major surgery at Hollywood Presbyterian Hospital. STU HAGGART, who has been doing top race car tuning for RENE PELLANDINI and LEW SPENCER since '59, opens his own sports car service July 2 at 10429 W. Washington Blvd., Culver City, the spot formerly occupied by ERHARD'S Service and AL CADROBBI. Queries on where Cadrobbi has moved to. Stu, who will specialize in AC Bristol service, has been doing imported car work since 1947.

GEORGE CARY, pioneer in sports car racing promotions, is active in real estate from his BHills base. BILL GARDNER, former MOTORACING ad Mgr., is working for MICKEY ROONEY. Top motoring writer GRIFF BORGESON has moved to Kingston, Jamaica, where he's doing some serious writing. Mailing

address: Genl. Delivery. TETTA TURNBULL RICHERT, the former speedboat racing queen who raced a Porsche with success in Honolulu, plans to go into Form. Jr. racing. Her brother RAY TURNBULL, is still working on the staging of a big sports car race in Tokyo this fall. JIM SIMPSON has sold the Chevy-powered Old Yeller IV to PAT MATHES, Honolulu car dealer. BUDD BLUME has left TODAY'S MOTOR SPORTS and resumes covering Midwestern races for MOTORACING. JOHNNY MARTIN (remember his anti-Cal Club onslaught years ago) is now regional parts rep for the Peugeot factory in LA. BOB BURBRIDGE, the old Mexophile, says to keep an eye on DENNIS HARRISON, who bought CHARLEY GATES' Porsche N and in his second race out of the novice ranks placed 4th at Santa Barbara behind some hot names. Harrison was to team with MILES GUMPTON in the Riverside enduro. Sponsored by ALAN FORDNEY, the SM Honda dealer, BOB LINDSLEY, is due back from a 6500 mi. round trip to NY aboard a Honda 110 (natch). He planned to do 400 mi. a day and took along his sleeping bag. Bob recently completed a roundtrip to El Paso on the bike, had only one flat, replaced a headlight bulb and spent \$6 for fuel. What manufacturer of a German car is giving the go-by as far as supplying cars is concerned to a dealer in the outlying area in favor of a biggie in BHills? Bad biz, especially after the small dealer had his order for cars in a long time ago.



"I just have that flair for living."

Club Battle Rages in Las Vegas

LAS VEGAS, June 17 - The running battle involving the Las Vegas Sports Car Club and the local SCCA continues. The former plans to slap an injunction and file suit against SCCA similar to the one filed by USSCC against the Cal Club SCCA in Los Angeles.

The following advertisement appeared in today's Las Vegas Review-Journal:

ATTENTION!

The Sportcar Rally scheduled Sunday, June 17, is "Not Approved!"

Sports Car Club of America, Las Vegas Region, is not affiliated with the persons sponsoring this rally.

Signed:
Sports Car Club of Am.
Las Vegas Region

Fashion Square Concours Winners:

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BY FRANK MASON
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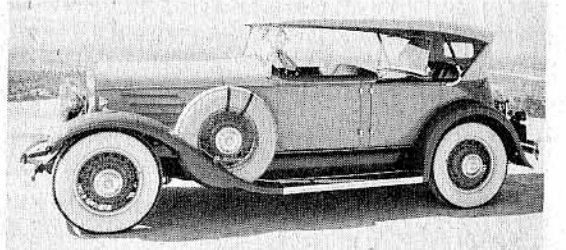
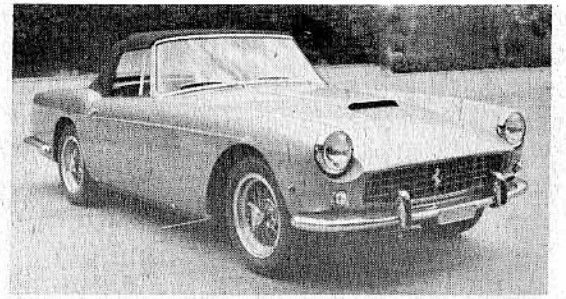
SANTA ANA, Calif., June 9 - Elaborate and similar silver trophies, each containing a bottle of champagne, were awarded to two outstanding cars in the Long Beach MG Club's Concours d'Elegance here at Fashion Square.

Among the newer cars, top place was won by the Ferrari 250 GT Convertible shown by Vilem and Zaz Haan of Beverly Hills. This seemed to be a popular choice, as the imposing Ferrari and the personal appearance of the owners drew considerable applause at the initial rolling presentation before the judges, and attracted admiring throngs of spectators all afternoon.

Chosen best in the vintage category was Tony Giaimo's 1930 Franklin Pursuit Phaeton. This car has been a winner wherever shown and last year was awarded national sweepstakes. All the work on the 32-year-old air-cooled veteran car was done by Giaimo and it is considered a classic example of restoration.

All of the 25 cars invited were winners; each was given a silver award for elegance. Among those, besides the two top winners, were William Tishman's 1928 Rolls-Royce P-1 Phaeton, Richard Shipman's Mark 3 Aston Martin, Col. Irving Fogel's GT Pegasso, Gene Tucker's SS-100 Jaguar, Douglas Brown's Type 55 BMW, Dr. Milton Roth's Type 57 Bugatti, Otto Zipper's Type 507 BMW, Sam Kreidel's MGTC, Jack Nethercutt's 1937 Packard Twin-six, Bud Cohn's 100-K Mercedes-Benz, Ira Polisky's MGTF, Robert Hicks' Bentley Sedan de Ville, Dr. Bill Potts' Dual Ghia, Bill Young's MG Midget, Pete Bell's Jaguar XK-E, Frank Milne's Corvette and Don Jacqmin's MGA.

The Saturday concours in the lily-pond area was a finale to a week-long display of luxury cars on the esplanade. Featured was the first local showing of the new Raymond Loewy Studebaker Avanti and the Van den Plas Austin Princess, just imported by Hambro. Among other dealer cars represent-



1930 Franklin Pursuit Phaeton

ed were Cadillac, Chrysler 300 and Imperial, Corvette, Facel Vega, Jaguar Mark 10 and SK-E, Lincoln Continental, Mercedes-Benz 300 SE and 220 SE, Rolls-Royce, and Thunderbird.

Competing for spectator attention during the afternoon were three hourly style shows by I. Magnin's, Bullock's, Haggarty's and other Fashion Square shops on the lily-pond runway under colorful awnings.

General chairman was Dale Hanson of the Long Beach MG Club, assisted by Robert Gibb, Fashion Square promotion manager. Dick McAlister, club president, was official host, with attractive Carol Manning as hostess and trophy girl. Walt Masters was master of ceremonies.

This was the third annual concours at the Square and the club has already been urged by W. Howard Sibley, general manager, to repeat in 1963.

Hansgen In Victory At Bridgehampton

BRIDGEHAMPTON, L.I., June 3 - Walter Hansgen Westfield, N.J., drove to an easy victory in an SCCA Natl. championship race today.

Hansgen averaged 90mph over the 75mi road race in his Cooper-Buick, finishing a few feet ahead of Dr. Richard Thompson of Washington, who drove a Cooper-Maserati. Allan Connell was third in a Cooper-Climax, and Harry Heuer of Milwaukee fourth in a Chaparral.

Cooper cars also took the first two places in the Formula Junior race of 45mi. Tim Mayer of Dalton, Pa., won with an average of 86.6mph. Hansgen was the runner-up.

Form. Jr. Driver Killed at Monte Carlo

MONTE CARLO, June 2 - Dennis Taylor, a British race driver, was killed today in a warmup race for the Grand Prix of Monaco.

Taylor, driving a Lotus, was involved in a three-car jam coming down a steep hill from the Monte Carlo casino to the yacht harbor. His car smashed into a tree.

The race was a Formula Jr. event which is held annually before the main race.

Taylor crashed on the second lap. On the 10th, a machine driven by Eric Harris of Britain crashed in almost the same spot. Harris suffered only slight injuries to his face.

CYCLE DEATHS

ISLE OF MAN, June 6 - Colin Meehan of New Zealand and Tom Phillis of Australia were killed in a motorcycle race today.

Brentwood Observes Vanderbilt Anniversary

A review of antique, veteran and modern cars was staged by Brentwood city officials Saturday June 9 as a 50th anniversary celebration of the Santa Monica Vanderbilt Cup Race in 1912. The oldest car was a 1910 Cadillac and the newest a 1962 racing Porsche. The rolling parade included Bugatti, Bentley, MG 'K3' and examples of other famous competition cars of former days.

ROOTES PROSPECT

Pretty Rosemary Smith, 24, Dublin dress designer, is making heady progress as a Sunbeam works driver for Rootes. She took 2nd in class in the Acropolis rally (her debut as a Sunbeam driver).

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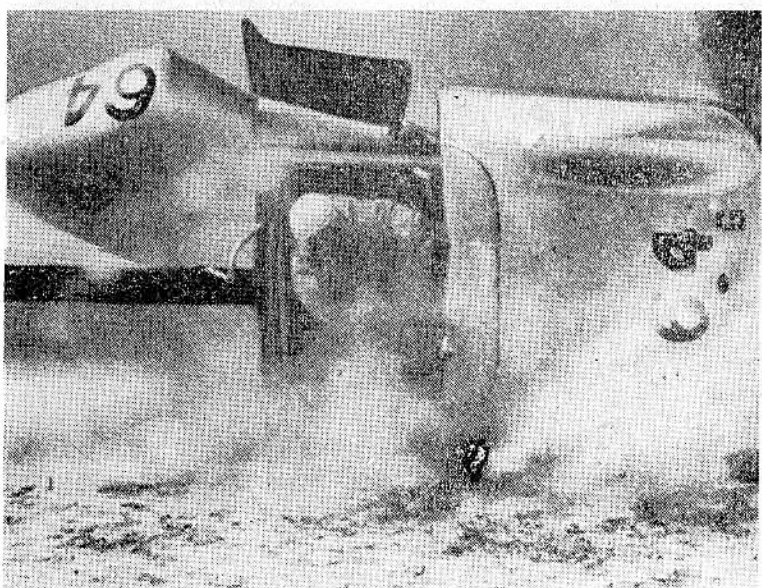
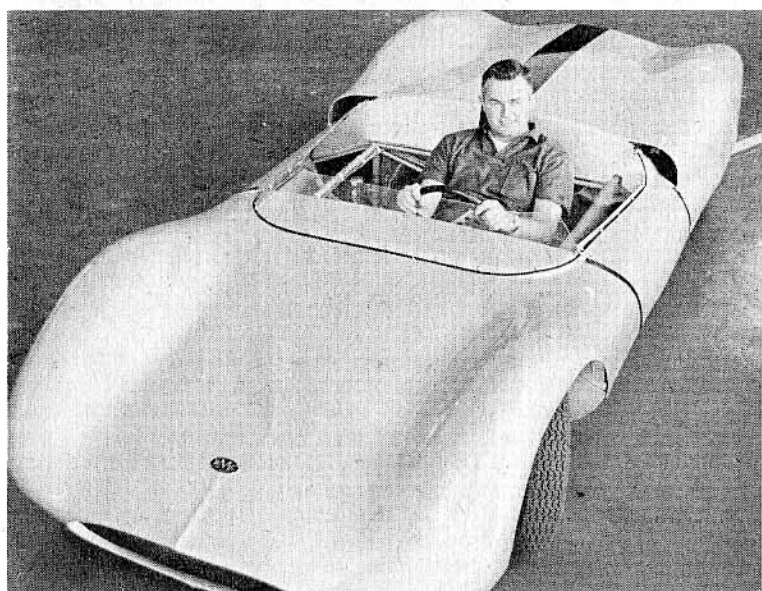
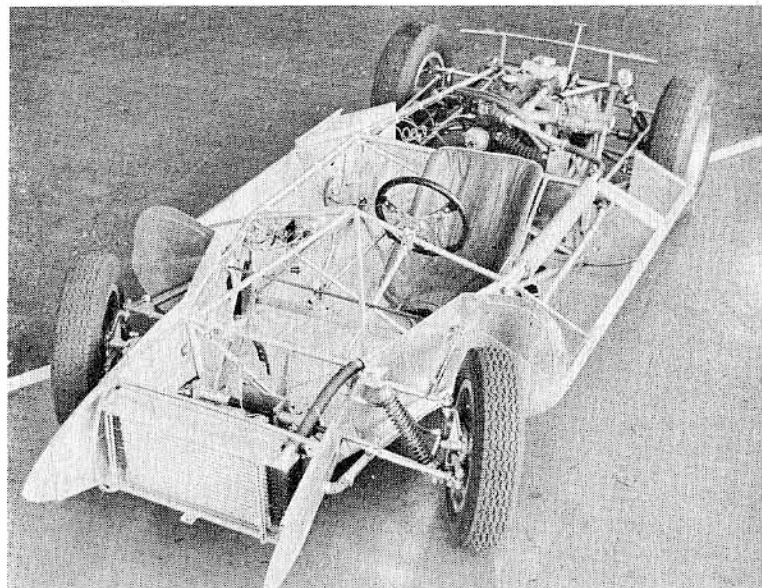
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pits at all the races



BEFORE AND AFTER



EVOLUTION OF the BMC class G modified Genie racer is shown in this sequence. Top: space-type box frame with British-built Morris engine. Middle: designer and builder of the car in San Francisco, Joe Huffaker proudly relaxes in cockpit. Bottom: warming up for recent Laguna Seca races, Jack Flaherty flips the job, but escaped unhurt. Other Laguna photo on Front Cover. (Top two photos by Julian Veovich, JBM Intl. Sports Photography)

REPORT MOSS RACING WITHIN ONE MONTH

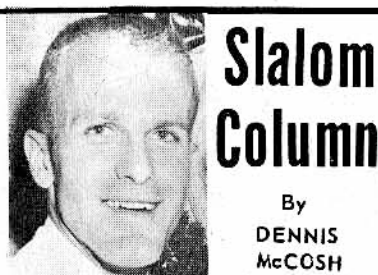
WIMBLEDON, England, June 16 - Friends of Stirling Moss, who underwent another facial operation to correct fractures suffered in his Easter Monday crash, today reported they expected him to leave the hospital in two weeks. Reports circulated that the famous driver would be racing in a month.

Moss was reported as saying: "I'll quit if I don't get back into form very quickly. After all, if a boxer gets punch drunk, he leaves the ring. I'll do the same."

It is reported that only the tip of his right index finger is paralyzed.

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Slalom Column

By
**DENNIS
McCOSH**

WAYNE BROWN, probably the best driver running rallies in So. Calif., pushed his 1957 F.I. Corvette around a 1.91 mi. course on the smooth, hard bed of El Mirage Dry Lake to take top time of day at the Pacific Sports Car Club Desert Time Trials. Second, 2.26sec. slower, was JOHN LUMKIN in his XK150S Jaguar. ED BARKER in his 1600 S Porsche, was third, less than 1sec. behind Lumkin.

The course was wide open in third gear (for an Austin-Healey) most of the time, with fourth and second used once each for a short time. From a standing start the cars accelerated at maximum rate to the first right-hand sweeping turn more than a quarter-mile away. This turn led into a ragged edge left-hand bend, another right-hand sweeper and the fastest portion of the course, two short straights with another ragged edge bend (one gear higher than the first) in the middle. Three U-turns, a 90 degree left, and a flying finish completed the course.

The day was warm and sunny and the wind waited until late in the afternoon to come up, so the dust was less of a problem than it could have been.

Due to inexperience, the event was not well-managed and there were cases where the time posted on the scoreboard did not agree with the master log, but PSCC lucked out and there were no permanently serious problems.

In case anyone has ever wondered, a Corvair luggage compartment makes a dandy ice chest.

Top 10 places overall:

Name	Car	Class	Time	Trophy Class
1 W. Brown	Corvette	B	2:17.83	1st A-B-C
2 J. Lumkin	Jag XK150S	C	2:21.09	
3 E. Barker	Porsche 1600S	D	2:21.75	
4 W. Scholl	Corvette	B	2:23.21	
5 W. Lister	A-H 3000	D	2:25.49	
6 G. Cooper	Alfa-Nardi	A	2:27.35	
7 D. Newton	Alfa (Veloce)	D	2:27.52	
8 D. McCosh	A-H 100(4)	E	2:29.60	1st E
9 T. Bivens	Tr-2	E	2:29.95	
10 D. Stanley	Corvette	B	2:30.73	1st guest

OTHER TROPHY WINNERS:

L. Kelso	Lotus 7	G	2:36.54	1st F-G
W. Morville	Volvo	Sedans	2:39.11	1st sedans
L. Wilson	AC Bristol	DW	2:40.00	1st B-Dw
T. Kelso	Lotus 7	GW	2:40.67	1st F-GW
J. Bishop	A-H 100(4)	EW	2:53.10	1st EW

Races Billed at Oakland Airport

OAKLAND, June 8-Major sports car racing returns to the Bay area for the first time since 1953 with the running of the Oakland Grand Prix at the new Oakland Airport, July 14-15.

The races are sanctioned by the SCCA, and are being sponsored by the United Cerebral Palsy Assn. of Alameda County. All proceeds go to this charity.

60 Morris 850 Deluxe
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RALLY ROUND

BY ISABEL HAAS

The Lockheed 24-Hour Rally X was run June 16-17, just at press time, and results aren't available yet. Ninety-one cars ran the event, which meant that 182 people were somewhat bewildered occasionally, and a few were bewildered constantly. About half

the signs were infinitesimal, which will cause the errors to be prodigious. Results next time.

Larry Harris, SCCSCC State Points Chairman, has reported the unofficial State points through the Californian II.

Driver	Club	Decl.	Pts.	Avg.	Nav.	Club	Decl.	Pts.	Avg.
Coulter	T-A	2	28	14.00	Sparks	SMSCC	6	82	13.67
Sparks	PSCC	6	82	13.67	Schell	TVSCC	3	28	9.33
Schell	TVSCC	3	28	9.33	Harris	T-A	3	28	9.33
O'Brien	RM	2	18	9.00	Coyle	T-A	4	35	8.75
Huseboe	Rm	4	35	8.75	Huseboe	RM	4	35	8.75
Cook	T-A	4	31	7.75	Huckaby	C&D	3	23	7.67
Neros	CAR	2	14	7.00	Ryan	T-A	4	28	7.00
McCall	TVSCC	2	13	6.50	Healy	SF&RC	3	18	6.00
Black	Rhomb	3	18	6.00	Kiggins	SF&RC	4	23	5.75
Tarleton	SF&RC	4	22	5.50	Daniels	Rhomb	4	18	4.50

'Quotable Quotes'

Despite the emphasis on the GT classes, the sports car classes held by far the most interest . . . Perhaps the most interesting entry in the 1000-2000cc class was the Lotus 23 . . . The engine was fitted with a twin overhead camshaft cylinder head on a Ford Classic block, which has been bored out to nearly 1500cc, fitted with twin Webbers and mated to a VW 5-speed gearbox (JIM CLARK led for 11-1/2 laps, then crashed out of the race). - MOTORING NEWS, London, on the 1000Km. Nurburgring race.

Wide World of Sports, striving to make auto racing the national pastime, finishes Sunday's sports activity with a taped showing of the Natl. Championship motorcycle race at Heidelberg, Pa., and the 25-mile NASCAR Grand Natl. race for stock cars at Daytona (Fla.) Speedway . . . If you stay with Wide World long enough, you may look a cam shaft right in the face and "know." - DON PAGE in the Los Angeles Times.

"We've something to celebrate," G. O. EHRMAN stated, "Sales are up and we've risen to second position in the DONNELLY reports. While many pessimists dourly predict a decline in the import market, we are meeting with ever-increasing sales. Figures show an increase of more than 10 per cent over a year ago. The MG and its companion, the Austin-Healey, have long been the world's standard in sports cars. We have no real competition." - JIM ALEXANDER, BMC press release.

On his bed in London's Atkinson Morley's Hospital, STIRLING MOSS drifted endlessly in and out of consciousness, talking dreamily in three languages about beautiful women and fast cars. "Connie, vous etes une belle fille. Vous etes tres sympathique." His head rolled restlessly, "E molto difficile per un corridore - molto difficile (It's very hard

for a racer - very hard)." Suddenly he was lucid again, instantly transported to the scene of his own near-fatal crash in the Goodwood International Grand Prix fortnight ago. "It's bad, this crash," he said. "One hundred and twenty miles an hour. It's very bad. It was going so beautifully."

Doctors last week said that Moss had suffered a "severe bruising of the right side of the brain," and had a marked weakness on the left side of his body. "Recovery from the brain damage is likely to be a slow process, and there is a possibility that full recovery of function in the left arm and leg will not take place." What it meant was clear: only a slim chance remained to repair the shattered pieces of Moss's brilliant racing career. - TIME Magazine.

SPORTS CAR RECORD

The British Motor Corporation, English equivalent of General Motors, reports that more than 100,000 MGAs have been produced. This is said to be a world record for sports cars of one model.

CONCOURS PAYS OFF

Sales exceeding \$150,000 resulted from the Long Beach MG Club's Concours d'Elegance at Fashion Square, Santa Ana, early this month, which featured a week-long display of luxury cars.

MGA POSTS WIN

Richard Heideman, Glendale, won in the sports car category, the Los Angeles to Las Vegas Economy Run, with over 62mpg (ton mileage). This was the 10th annual competition sponsored by the Glendale chapter Four-cylinder Club. Heideman, who drove an MGA, says he and his wife dieted (even fasted) to reduce weight in preparation for the trial. A 14-year-old MGTC piloted by Harry Culp, Lynwood, was credited with 46mpg.

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LAGUNA SECA

Continued from Page 1

Walt Maas, Mountain View, Porsche, had traded the lead several times with Miles. He was in front to stay, or so he thought, on the last lap when he overcooked it on turn 9 and burrowed through the large stack of bales. In his haste to return to the track he neglected to notice the easy way down the pit lane and re-burrowed his way through the bales (bundled in fours). He saved second. Jim Barber, Los Altos, Porsche, was third.

Faris Quits
SCCA Post

SAN FRANCISCO, - June 8 - Sandy Greenblat, San Rafael, has been elected regional executive of the San Francisco region of SCCA. The former Corvette and AC Bristol driver replaces Elmer (Red) Faris, San Leandro, who has resigned from the board. The new regional executive had served as activities chairman of the SCCA, and was Contest Board Chairman last year.

The SF SCCA flacks did not give the reason for Faris' resignation in their handout.

1961 production figures.

We like this item picked up from BILL BROWN'S column in FOREIGN CAR GUIDE: the gasoline station in Philadelphia that displays a sign reading, "Foreign cars washed only in imported water."

Continued from Page 1

at the start. After getting a poor start, he moved up from 5th on lap 10 to 2nd on lap 27 when he passed McLaren. He then made a stirring bid for first place, moving to within one sec. of G. Hill on lap 40, only to drop back to 5 seconds on lap 48 and finally retire on lap 52.

GRAHAM HILL, BRM V8 - Hill had a good start and came around in 2nd place on lap 1. On lap 5 he passed McLaren for the lead, which he held, driving faultlessly, till lap 92 when the BRM, which had been leaking oil from about lap 80, gave up the ghost.

BRUCE MC LAREN, Cooper, Climax V8 - Bruce led for the first 5 laps and then slackened to a car-saving pace and went on to withhold a strong Ferrari bid to win.

WILLY MAIRESSE, Ferrari, V6 120 - Willy got caught in the first corner melee and could never really get into the hang of things again. Although he drove hard trying to catch the leaders, he was never higher than 6th and he finally retired on lap 92 with engine failure.

DAN GURNEY, Porsche, Flat 8 - Gurney got nerfed at the start and limped to the pits to retire with the back of his transmission shattered. He drove well in practice and the Porsche seemed to be a competitive car as he turned the 5th fastest qualifying time. It was definitely unfortunate he didn't get a chance to show his stuff.

JACK BRABHAM, Lotus 24, Climax V8 - Jack had a poor start and came around in 7th place. He then started a rapid climb that had him in 4th on lap 10. He next had a close dice with Jim Clark for several laps, but Clark, in an effort to catch G. Hill, pulled away and just about that time Phil Hill moved up to do battle with Brabham, which lasted till Brabham overcooked it at the Casino and broke his radiator.

MAURICE TRINTIGNANT, Lotus, Climax V8 - Maurice, after running some fine practice laps in the Rob Walker Lotus, was hif in the start accident and couldn't make it past the first turn.

INNES IRELAND, Lotus 24, Climax V8 - Ireland's Lotus, also involved in the accident, was not seriously hurt and he continued. The car, although still driveable, had been damaged badly enough that he would make a few laps and then go into the pits. This process continued till lap 90 when the car was officially retired.

LORENZO BANDINI, Ferrari, V6 120 - Bandini drove a good team race for Ferrari. As race leader G. Hill moved up to lap Bandini, the young Italian moved right in behind and stuck on Hill's trail trying to make the Englishman break his car. While doing this Bandini ran some very rapid lap times and did a masterful job of driving.

PHIL HILL, Ferrari V6 120 - Hill drove his usual well-controlled, steady race and avoided the heated first-place battles. He started his victory push possibly a shade too late but still gave everyone a tremendous thrill by finishing a scant 50 feet behind McLaren.

JOHN SURTEES, Lola, Climax V8 - Surtees drove a smooth, consistent, car-saving pace and aside from a battle with Bandini for a few laps, he never really was involved in any close dices. The Lola ran beautifully and made a lasting impression for a first-year car.

RICHE GINTHER, BRM V8 - Richie had the unfortunate luck of his throttle sticking at the start and he could do no more than try to avoid as many people as possible and eventually wound up with

VIGNETTES

Continued from page 3

year's Intl. calendar. The date sought is March 16.

Would the Riverside date, if granted, replace or conflict with the Sebring enduro, which is staged each March in Florida? "Our application does not specify the same date as the Sebring race," Richter declared. "It is, however, the first step in our quest for a major Intl. race in the spring."

Ha.

Could Be---Shelby Tying in with Ford's Racing

BRIEFLY NOTED - - Numero uno Father's Day gift: my boy, Verne, who is reaching Alpine proportions at 17, graduating from high school . . . Now that Ford has given racing the green light, it would not surprise me too much to see the firm name CARROLL SHELBY as director of racing activities for the West Coast. He's in solid with them and received great help from Ford in development of his AC Cobra. Shel looks for the Ford-powered car to be in FIA production car racing. Negotiations are under way with SCCA. The first 25 cars are now finished and 250 are on the line. Shel, who was due to leave for London, said the machine will be racing in six weeks . . .

No answer from my constant queries to Mexicali on the proposed road race from San Felipe to Ensenada in Baja Calif. on Sept. 15. Knowing those guys down there, I figure the deal is dead. Too bad . . . Listen, few have given OTTO ZIPPER the credit he justly deserves as one of the top Porsche mechanics in the world. From 1958-61 he had three Porsches (RS, RSK, RS60). They made 44 starts and FINISHED 44 TIMES. That alone is fantastic. The record, with KEN MILES driving all the time: 32 firsts, seven seconds and five thirds. LINDA SCOTT drove twice and had one first and one second. Now, under the Zipper Motors banner, Otto is concentrating on the Ferrari hot-rod (3-liter engine, 2-1/2-liter chassis) that Miles drove to victory at Santa Barbara. The car, with Miles and BOB DRAKE driving, should win the 6-hour enduro at Riverside. Prior to SB, the last time the ex-JOHN VON NEUMANN Ferrari was raced was at Lago de Guadalupe, Mexico, in 1959. Otto was saddened to see a drop in Corvette entries for the Riverside race, because he wanted to whop them. Earlier, Zipper was trying to line up a Berlinetta for the enduro.

Von Neumann's Jet Plane Came to Mosk's Rescue

State Att. Gen. STANLEY MOSK was in a bind recently trying to get from Ontario to Fresno for an important political confab. To the rescue came the new jet airplane owned by multi-millionaire JOHN VON NEUMANN, the VW-Porsche distributor here. His twin-jet French plane attracted as much attention as the races at Santa Barbara . . . MY SF spies report the reasons RED FARIS quit as SCCA reg. exec. up there were because he primarily wants to concentrate on racing and then, too, he was getting too many "assistants" from another SCCA nabob in that area. Makes sense . . .

MOTOR CYCLING NEWS has been revived, FLOYD CLYMER taking it over from DON MCCALL. FRANK ALTEN has abandoned plans to start a racing paper. Lack of support from potential advertisers. Frank is back on KBLA with MOTOR CLASSICS. New mag out: CALIF. SPORTS CAR, with DICK SHERWIN as editor. New Northwest paper carries both hot-rod and sports car news. TERRY KEEGAN is handling a paper on slot racing . . . MICKEY LOWELL is pushing plans for building of a road race course on the outskirts of Palm Springs. It's in a wind-protected area on a plateau and perfect visibility of the whole layout. He'd like a Form. 1 race there in November after the Mexico City race . . . Coming up: review on that excellent mag-book AUTOMOBILE QUARTERLY . . . Prediction - GRAHAM HILL to win the 1962 title in the BRM. He's steadier than JIM CLARK, and PHIL HILL doesn't have the car this year.

the whole right side missing from his car, on the outside of the Gasometer hairpin along with Trintignant. Ginther fortunately was unhurt but very disappointed.

ROY SALVADORI, Lola, Climax V8 - Salvadori's Lola was also damaged in the start incident but he limped around till late in the race and then retired with broken suspension. Both Lolas seemed to run quite well in practice and when all the bugs are worked out they should be definite contenders.

TREVOR TAYLOR, Lotus 24, Climax V8 - Taylor tried the Lotus with BRM V8 power during practice but returned to the Climax for the race. All the engine changing trouble was in vain as he got caught in the accident and had to retire early in the race.

TONY MAGGS, Cooper, Climax 4 - Maggs had one of two

4 cylinder cars in the race, so naturally could never really be considered a threat but he went out and ran some very respectable times before he was forced out with suspension problems on lap 43.

JOE BONNIER, Porsche 4 - Joe drove a steady race in his badly-outclassed car and outlasted many faster cars to finish in 5th position.

N Y RACE DATES

Sports Car Handicap League of NY City announces the following upcoming race dates: June 30, Wall Stadium, N.Y., and July 3, Old Bridge, N.Y.

BMW SHOWING

Max Hoffman shows the German BMW at his showroom, 9130 Wilshire Blvd., Beverly Hills, through June 23.

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